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R. W. Jenkins
PHOTOGRAPHER
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POLITICAL ANNOUNCEMENTS.

NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Representative, Fourth District, I respectfully solicit the support of the voters in the coming election.

5350-tf JAMES H. BOYD.

NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Representative, Fourth District, I respectfully solicit the support of the voters in the coming election.

5350-tf JOHN K. KAMANOUKU.

NOTICE.

Having been regularly nominated by the Democratic District and County Convention for the office of Senator, I respectfully solicit the support of the voters in the coming election.

5350-tf AMBROSE J. WIRTZ.

NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Senator, I respectfully solicit the support of the voters in the coming election.

5350-tf A. S. KALEIOPU.

NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Representative, Fourth District, I respectfully solicit the support of the voters in the coming election.

5350-tf WM. WILLIAMSON.

NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Representative, Fifth District, I respectfully solicit the support of the voters in the coming election.

5351-tf CHAS. KANEKO.

NOTICE.

Having been regularly nominated by the Democratic District and County Convention for the office of Supervisor, City and County of Honolulu, I respectfully solicit the support of the voters in the coming election.

5350-tf M. C. PACHECO.

NOTICE.

Having been regularly nominated by the Democratic District and County Convention for the office of City and County Sheriff, I respectfully solicit the support of the voters in the coming election.

5350-tf W. P. JARRETT.

NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of City and County Treasurer, I respectfully solicit the support of the voters in the coming election.

5351-tf GEO. E. SMITHIES.

POLITICAL NEWS AND NOTES

Politicians at this time of the year, especially, are most courteous to the electorate. They stop on the streets and exchange their greetings with everybody and, as a rule, are always visiting the places of amusement, entertainments and other social functions where the voters gather together for a general good time.

Next Saturday afternoon the Republican candidates for legislative and county offices will go down to Hauula, this island, where they will be the honored guests at one of the largest religious conferences to be held there. Incidentally, this conference will be witnessed by politicians, who, by the way, are seeking the support of the electorate there.

In accepting the invitations issued by Kuluwaimaka, one of the leading politicians in Koolau, the Republican candidates will go there next Saturday afternoon to be present at the religious conference of the Mormons from Laie and the other districts on this island.

It is believed that Kuluwaimaka will introduce the Republican candidates to the congregation there. And, if possible, these men who are aspiring for political honors will make speeches to the electors before returning to Honolulu.

Captain Robert Parker Waipa, candidate for the shrievalty, and Charles Kaneoka said this morning that they received invitations from Kuluwaimaka to attend the grand conference of the Mormons in Hauula next Saturday. It is believed that the other candidates have also received invita-

tions from the Koolau politician. The party, according to those who will go down next Saturday, will return at night.

Thanks to a law passed by the legislature, presumably for the protection of infant industries, candidates for political office are forbidden to hang up their likenesses, speaking or otherwise anywhere but in the seclusion of their own homes. They cannot placard the city with their photographs on persons or through any other agent than the Pioneer Advertising Company—not unless they put up a license fee of \$250.

There have been no strenuous objections raised to the law as yet, the candidates being generally of the opinion that the protection the statute affords Mr. Frazier keeps them from a lot of worry in seeing to it that the voting public knows what they look like.

So far, Joel Cohen, who is running a happy, carefree race for the house on an independent ticket, is the only one to get his picture out.

These striking pictures of Mr. Cohen may be seen now in the windows of millinery shops, drug stores and the back bars of places where spiritual refreshment is dispensed. Mr. Cohen has his hands in his pockets, the pose implying that he is prepared to "dig" if necessary. The general opinion seems to be that Mr. Cohen's attitude is entirely statesmanlike, and that if appearance is one of the qualifications for membership in the legislature Mr. Cohen is entitled to a front seat.

very satisfactory and is steadily on the increase.

"There have been no wrecks, collisions or derailments of a serious nature, and damage to locomotive power or rolling stock has been practically nil. No passengers have been killed or injured during the past year on this road."

HILLO RAILROAD

(Continued from Page 1)

Paaulo have been erected: 14 steel bridges, 5 combination wood and steel, and 27 wooden trestles, or bridges—a total of 46. In addition to the above, there are now in course of construction, and to be erected, five steel, two combination steel and wooden bridges, and five wooden bridges or trestles.

The following interesting statistics are condensed from the report: Total lineal feet of steel bridges from Hilo to Paaulo, 6983; length of Hakalau bridge, 772 feet; height of Hakalau bridge from top of pier to base of rail, 171 feet; length of Maulua bridge, 1,406 feet; height of Maulua bridge, 147 feet; length of Nanue bridge, 528 feet; height of Nanue bridge, 192 feet; length of Maulua tunnel, 2873 feet; length of Laupahoehoe tunnel, 273.5 feet.

Spent for Extension. Capital expenditure during the year, charged to Hakalau extension account, was \$1,551,448.55, and on other accounts \$7143.80, a total of \$1,558,592.35. Capital account to June 30, 1912, was charged with \$3,807,758.07, and the securities, balance of revenue, property, etc., brought the total capital statement up to \$9,059,768.68.

The report of R. W. Filler, superintendent, to L. A. Thurston, general manager, tells of various improvements made and makes the following among other statements:

"Five passenger trains and one freight train in each direction are operated at suitable intervals daily between Hilo and Hakalau. In addition to this, one passenger train each way is operated on Saturday nights. The passenger traffic over the line is

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5350-tf ANDREW E. COX.

NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of City and County Attorney, I respectfully solicit the support of the voters in the coming election.

5350-tf JOHN W. CATHCART.

NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of City and County Clerk, I respectfully solicit the support of the voters in the coming election.

5350-tf D. KALAUOKALANI JR.

NOTICE.

Having been regularly nominated by the Democratic District and County Convention for the office of City and County Attorney, I respectfully solicit the support of the voters in the coming election.

5351-tf J. LIGHTFOOT.

THURSTON TELLS OF RAILROAD PLANS FOR ISLAND OF HAWAII

Future Transportation Development and Homesteading Discussed in Testimony Given Before Secretary Fisher

[Interesting testimony was given yesterday by L. A. Thurston to Secretary Fisher, both in regard to the Hilo Railroad situation and to homesteading in Hawaii. Part of Mr. Thurston's detailed statement was published yesterday, and it is continued today. It begins at a point where Mr. Fisher was asking the Hilo railroad manager about the acquisition of terminal and track property at Hilo.]

Thurston: As to the point as to why 40 acres was required, I would like to say that that was a point which I have had in mind for many years—it so happened that I was Minister of the Interior in 1887-88, when the Oahu Railway Company was instituted, and application was made to me at that time, under this same statute—that statute was in force then—for a grant of ground where the present Oahu railway station stands and also the ground up to Nuuanu stream on the makai side of King street, which is occupied now by stores. I forget what area was asked for. I think it was 20 acres—I was young at that time and had had no experience with railroads although it was intimated by Mr. Ashford yesterday that it was a fish pond and swamps, still it is on the harbor of the town and was going to become very valuable land. They stated various statistics and areas on the main land as to what areas were used there but I declined to accede to the entire area—my recollection is that it was finally brought down to about 14 or 15 acres. They later asked a later administration to withdraw that piece of land and put it up at auction. They accordingly surrendered a couple of acres there which was put up at auction and they bought it at auction. Since then I have been pretty closely connected with Mr. Dillingham for a number of years and have known the progress of the company—they have rapidly exceeded the 13 or 14 acres and have been compelled to buy private land for their station purposes, and they now are occupying forty-nine and a half acres as their terminal grounds. They have under operation approximately 100 miles of track. This was my first connection with railroad station areas, and I mentioned it simply for laying the foundation of having some knowledge and experience in the matter. When we began operations in Hilo in 1899—beginning to place our terminal division in Waiakea, practically all the land was government land.

We did succeed in getting five and a half acres, but required considerable more, and applied to the government for a certain area—we attempted to get certain land—again we bumped up against the Kohala-Hilo Company, which failed to take our assurances that we in good faith were going to build so far as we were desirably afraid that we were going to rival them by building north and took a hostile attitude and went and got a lease of all the land that they thought we could possibly utilize.

Got Over Acreage. We failed to get the area of land that we wanted that was most convenient and we had to take what we could get and got 28 acres over in the vicinity where the railroad shops now are located. Later on they became convinced of our good faith and came to an understanding with us and we subleased from them eleven acres of the land they had leased from the Waiakea Mill Company, so that we then had and still have 43 acres of government land at the Waiakea location. We have occupied about one-half of it and are now occupying about one-half and the balance has been more than we needed at present. The business we have done has been solely the business in the Puna district, where there are 5000 inhabitants, and the town of Hilo. The extension north from Hilo involves access to between thirty and thirty-five thousand inhabitants, and business which is probably not less than five times as great as the Puna district. Under these circumstances, and upon consulting with Mr. George Denison in Honolulu, who is the railroad expert of the town, we came to the conclusion to ask for the area which we did ask for and which we got finally—somewhat less land—at Kulu Bay. This is the origin of the and the chronological working up to our getting 40 acres.

Fisher: Now, Mr. Thurston, was any showing made of any kind other than conversations or conferences as to this necessity?

Showing Made Orally. Thurston: There was none. From the beginning of operations under the railroad laws of the Territory, the custom has been if they had any occasion for acquiring land, for whoever represents the railroad to come and

lay the situation orally before the Superintendent of Public Works. This is done to save getting a lot of superfluous papers on file, as if an application is first filed without knowing whether it is going to meet the approval of the government, it will probably be amended and amended, cumbering up the record. Consequently an oral application is made first, then an application is filed with a map and description by metes and bounds; the approval of the Governor is obtained, and a grant made either for a specific piece or for an accumulation of several pieces and a grant made for each specific piece.

Fisher: It would not be so necessary for you to do that if there was a complete statement on record of just why you needed this?

Thurston: I doubt whether I should go into the explanation I made now, but I am glad to make public statements at any time in any place, concerning any transactions of the Hilo Railroad Company.

Fisher: There was considerable feeling in Hilo regarding this matter at one time?

Thurston: No, sir. There never has been any feeling manifested nor any criticism manifested at the area of land proposed to be granted. As a matter of fact, a public meeting was held in Hilo at which a map showing this 40 acres was posted—as large a public meeting as I have seen in Hilo—and the only suggestion was one made by Mr. Metzger, which was that the location be changed. He proposed that it be moved close to the Waiakea terminal grounds, which we thought would be very much less advantageous to the public.

Fisher: Wasn't it clearly the fact that this new location would take in Mr. Metzger's lot?

Thurston: Our present location does cover Mr. Metzger's lot, but we have not taken Mr. Metzger's lot, but we have not taken Mrs. Metzger's because we don't need it for the present.

Metzger's Situation.

Fisher: We had quite a discussion with Mr. Metzger in Hilo on the proposition and in talking with your representative there—and we rather arrived at the conclusion that it might be possible for a considerable period of time much beyond this six years possibly before the necessity of requiring Mr. Metzger to move. In other words the reason you wanted to cross especially that portion of the grounds now occupied by Mr. Metzger with his house and outhouses would be apparently only to get access to your main track, and it seemed possible to do that without disturbing Mr. Metzger for probably a very considerable period of time, if at all?

Thurston: That is correct?

Fisher: I don't understand why there would be any disposition on the part of the railroad to disturb Mr. Metzger provided the question of title would be protected so that no intricacies would arise as to the title of the railroad company.

Thurston: As a matter of fact we did not question Mr. Metzger's title—he has absolute title from the Waiakea Mill Company.

Fisher: I am talking about the time beyond the six years. Mr. Metzger has put in some improvements, and it is some question whether in a six years occupancy he was going to get back any return—under the existing circumstances he would have acquired possession in equity and would in time get the fee. Under those conditions it had seemed to me that possibly he might have some equities that ought to be recognized beyond the six-year period, if that could be done without raising any implication as to your title.

Thurston: As a matter of fact, the bulk of Mr. Metzger's lot lies in that portion which has been reserved by the government which they have refused to grant to the railroad or any one else, so that the question will arise between him and the government. The portion of his land which lies in the railroad grounds is comparatively small in value compared with the government land.

Fisher: The sole question is the one I have raised—whether or not it would be possible for the railroad to construct its tracks so as to leave Mr. Metzger the use of his lot?

Railroad Not "After" Metzger. Thurston: Certainly; there is no disposition on the part of the railroad, so far as I am concerned, so far as I know, to cause any hardship to Mr. Metzger in that connection.

Fisher: Then this is government property. You are paying nothing for it—no cash; what you are paying, if

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anything, is the general public facilities for transportation—
Thurston: We paid \$1000 to the Waiakea Mill Company for their 6 years' leasehold in it.
Fisher: The question is whether or not under those circumstances, it would not be possible to avoid any indirect interference from Mr. Metzger?
Thurston: I think it is entirely possible that some arrangement could be made with Mr. Metzger on those lines. Will you excuse me, Mr. Fisher? I would like to give you a few references to mainland statutes on this exact subject which we are discussing, of public grants to railroads them.

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